

Dec. 30.

HAGUE HEARING POSTPONED.

Question of Three Mile Limit In Dispute.

An Ottawa dispatch says that at the request of the United States government, the date for the hearing at The Hague, of the case in regard to the rights of United States fishermen, in Newfoundland and Canadian waters, in the North Atlantic, has been postponed for six weeks from the original date set, April 14.

The postponement was sought to give the United States government further time to prepare its case.

The dispatch also says that the whole dispute hinges on the question whether the three mile territorial limit, now accepted as being the limit of jurisdiction along the shore line, shall be measured out from a straight line connecting the various headlands or whether it shall follow the sinuosities of the coast.

Dec. 30.

FROZEN HERRING NEEDED FOR BAIT

Will Also Be In Demand For Food In Lent.

Latest advices from Bay of Islands, N. F., are to the effect that up to yesterday there had been no frost. Skippers now home here look for an open winter and say that the steamer reports from the northward bear them out in their opinion. Several crafts are on the way with salt herring cargoes and should be along soon.

The local bait supply, or the shortage of the same rather, makes frozen herring look pretty good. Frozen shore herring are almost out of the question and bluebacks are getting shy, as many are held on orders and even Provincetown and Portland are trying to get some from here. There seems to be a good supply of frozen squid, but herring and bluebacks are light indeed in supply. The wise ones figure that Newfoundland herring for bait will cut quite a figure, especially as the early coming of Lent will make an early demand for these goods for food consumption, and it is known that many of the bankers, as well as the salt and fresh shackers are figuring on early starts this spring.

Dec. 30.

Provincetown Fishermen Cannot Ship Their Catch.

The railroad men say that they don't believe that trains will be running into Provincetown before next week, and that for the first time in the history of the railroad entering the tip end town of Cape Cod, the place will have to be without train service for a week. Provincetown fishermen are piling up a big stock of fish. Without the regular daily freight train, the fishermen are unable to send their catches to market, and it will mean a heavy loss to them unless the train service is soon restored.

Sch. Charles Levi Woodbury Forfeited.

The American fishing schooner Charles Levi Woodbury, of Port Townsend, Wash., formerly of this port, which was seized April 18 on the Scottish group by the steamer Kestrel after a lively chase and many shots, was forfeited to the crown in the admiralty court at Vancouver, B. C., yesterday, for fishing within the three-mile limit.

Nothing about the chase or the shots was said in court.

Dec. 31.

WILL GO TO WASHINGTON.

Committee Will Confer Regarding Fisheries Case.

A committee from the Board of Trade will visit Washington, January 17, and confer with Mr. Anderson, agent for the United States at The Hague Tribunal and inform him and the other United States counsel relative to the fishery interests of this country, as the question which has so long been pending between this country and the United States has been referred to The Hague for adjustment.

Originally this date was fixed for January 4, but owing to some unforeseen circumstances and the postponement of the consideration of the subject by The Hague six weeks from the date decided upon at the request of the United States, it was convenient, for the postponement of the visit of the Gloucester men to Washington.

Congressman Gardner has been looking after the interests of the Gloucester people at Washington.

In regard to the matter he sent the following letter to Thomas J. Carroll, president of the Board of Trade:

Washington, D. C., Dec. 14, 1909.

To the President of the Board of Trade, Gloucester, Mass.:

Dear Sir:—It has been suggested by Mr. Anderson, agent of the United States before The Hague Tribunal, that it would be advisable for a committee of your body to visit Washington for the purpose of a discussion with the full board of counsel of some of the phases of the fishery question, now before The Hague Tribunal.

Subject to your approval, I have agreed to the date of January 4, 1910.

Mr. Anderson feels that it would be desirable that your committee should be composed so as to represent all parties to the American side of the question. For instance, owners, skippers and packers should participate. I gather that Mr. Anderson wishes all our counsel to meet a committee, composed on somewhat the same lines as the committee, which interviewed me last Memorial Day, relative to questions affecting seamen discharged in foreign ports. Kindly advise me, as to whether or not the date, January 4, is suitable, and let me know how many gentlemen may be expected to appear.

Very truly yours,

A. P. GARDNER.

The committee will be made up of Collector William H. Jordan, Thomas J. Carroll, Benjamin A. Smith, Hon. Sylvanus Smith, Frank C. Pearce, Fred L. Davis, Capt. Carl Young and William F. Moore.

Dec. 31.

EIGHT DAYS IN OPEN BOAT.

Leak in Gasoline Tank Exhausted Fishermen's Fuel.

Without food for eight days and for 12 hours at the mercy of the waves off Nantasket in a disabled motor fishing boat, John Brown of East Boston was cast ashore at Waveland yesterday and crawled on his hands and knees to a primitive half-way house put up by the Hull life-savers' patrol.

He had attempted to make the trip from Plymouth to Boston in his small boat, but a leak in the gasoline tank caused his fuel to give out and he was driven ashore. When the boat struck on the beach, Bovine, who was chilled to the marrow, barely managed to crawl into the life-savers' shelter hut.

Too exhausted by his struggles with the waves and cold to recover strength, he lay stretched out on the floor of the cold bare room until a life-savers' patrol happened to glance in and saw him there.

He was taken to the life saving station and Capt. Storror and his men worked for hours until he was able to eat a little food. Although almost starved he had become so weak that he could eat at first with difficulty, but he finally recovered from his frightful experience.

Dec. 31.

NETTERS TAKE SPAWN FISH.

Maine Fishermen Claim Supply is Menaced.

There is a feeling that so long as fishermen continue the use of nets for catching cod, so long it will be necessary for the United States government to continue the collection and distribution of seed spawn along the coast, so that the codfishing industry may be maintained. They argue that had the fishermen stuck to their trawls and handlines, there never would have been any need for artificial hatching, for few spawn-bearing fish would have been caught.

They claim unless the government took the matter in hand it would be a question of but a few years when there would be no cod along the shores. The business which gives independent employment to so many of the men of the coast towns, with their little boats, driven by gasoline motors, would soon be destroyed. Codfish that are heavy with spawn seldom bite at a hook, and for this reason the spawn months used to be dull with the fishermen.

About six years ago nets began to be used in Maine waters. They had been used previous to this in Massachusetts waters, and before that in the Great Lakes.

A couple of fishermen with another man to jog the boat along while they are setting and hauling nets, will handle 40 nets set four in a string. These nets are about 150 feet long.

During the time the netters fish in the winter and spring, the fish commission steamer Gannett pays daily visits to the fleet off the shore and collects the eggs. The Gannett was formerly the steam yacht Carita, owned by A. H. Davenport of Boston, and is employed along the Maine coast collecting seed lobsters. But lobsters become a secondary consideration when the netters are hauling in the female cod off Seguin. Every day the fishing steamer visits the island at the mouth of the Kennebec, so every day the fishing steamer visits the fleet, gathering all the spawn possible, and takes it to the United States hatchery at Boothbay harbor, where it is cared for until the young cod grow large enough to care for themselves, when they are liberated on the grounds.

Before the hatchery at Boothbay harbor was established, the eggs from spawn fish caught along the Maine coast were lost. The government has spent thousands of dollars on this hatchery, and has succeeded in interesting the fishermen in its work.

Portland Fish Notes.

The fish houses on Commercial and Central wharves were the scenes of great activity Wednesday, for all through the day vessels well laden were coming in from the fishing grounds, the total receipts footing up over 150,000 pounds, one of the largest results from a single day's fishing known here for quite a while. The skippers report weather conditions yesterday good for fishing, rather cold off shore, with a moderate sea running. All danger of a scarcity of fish in this market has been averted, as the heavy receipts yesterday, together with those of Tuesday, will enable the dealers to meet all demands for a week at least. In addition to the large fleet of schooners coming in yesterday the boat fishermen were in with good fares, their catch amounting to about 15,000 pounds. As a result of the big stock prices have fallen somewhat from those ruling of late, but the fishermen are still making good money.

The arrivals were:

Schs. Albert W. Black, with 10,000 lbs. fish; George H. Lube, 10,000; A. P. Parkhurst, 2000; Eva & Mildred, 10,000; Wesley Sinnett, 9000; Robert and Carr, 16,000; Bernie and Bessie, 2000; Albert D. Willard, 7000; Edmund F. Black, 3000; Mineola, 10,000; Marjie Turner, 10,000; Mary E. Sinnett, 4000; Lochinvar, 7000; Fanny Hayden, 7000; sloops Isabel Parsons, 4000; Pantooset, 7000.

A fisherman who had come in during the day in a schooner lying at Central wharf and who had been sampling the stuff sold in bottles on Commercial street, came down the wharf about 6 o'clock Wednesday afternoon in a hilarious condition and notwithstanding the cautions of his companions made a mis-step and went into the dock. It being low tide the man fell a distance

Dec. 31.

FOUR VESSELS, FORTY-SEVEN MEN

Ocean's Toll For Year From Gloucester's Leading Industry.

Losses Much Below the Average of Previous Years.

With the close of another year the Times published as usual a resume of the loss of lives and vessels in the fisheries from this port during the year, giving as far as ascertained the names of the men, their ages and places of birth, whether married or single with the number of children left fatherless, and any other matter of interest connected with their death.

As has been the usual custom, the list includes the men who were lost from their vessels by falling or being knocked or washed overboard, or who met their death by going astray from their vessel in fog or snowstorm and were never again heard from, those drowned by disaster to their crafts, those drowned while attempting to board their vessels, those dying on shipboard from natural causes, and those who while claiming Gloucester as their place of residence were temporarily employed engaged in fishing on board vessels from other ports.

Another year has passed, making the sixth in succession, in which it has not been necessary to record the word "missing" against any vessel of the fleet until the anxious watchers have given up all hope of the return of their loved ones and the belief has become fixed that vessel and men would never again return to port.

Twenty-two Men Were Lost from Three Vessels.

Included in the list, however, are a portion of three crews, one of 11 men who met their death by the capsizing of their schooner, six who strayed from their vessel in a snowstorm and were unable to reach port or any other craft, and five men who shipped temporarily in the red snapper fishery from Pensacola, Fla., and whose craft sailed from port and was never heard

from, having probably foundered in a gale.

The names of three Bay of Islands fishermen are also included, who, while they have never claimed Gloucester as their residence were in fact at the time of their death regularly enrolled as members of the crew of a Gloucester schooner, their names being entered upon the shipping papers in proper form.

Total Loss Was Four Vessels and 47 Men.

The total number of vessels lost during the year was four, an increase of one over the preceding 12 months, with a total tonnage of 503 tons gross and 369 tons net and a total valuation of \$36,500 upon which there was insurance of \$28,287, all of which was placed with the Gloucester Mutual Fishing Insurance Company. One vessel was lost in the Cape Shore mackerel fishery, one in the salt bank codfishery and one in the salt herring fishery.

The total number of men reported drowned during the year was 47, leaving 12 widows and as near as can be estimated about 25 fatherless children. Of the lost men, 11 were drowned by the capsizing of their schooner, 12 went astray in their dories on the banks and were never heard from, five were lost by the foundering of their vessel, six fell or were knocked overboard and two fell overboard accidentally from their vessels, three were drowned by the capsizing of their dories while visiting their trawls, three were drowned by the swamping of their boats, two were drowned while

boarding their vessel, two died on shipboard from natural causes, and one man fell overboard from his dory.

The number of vessels lost in 1908 was three, with a total 262 tons gross and 195 tons net, having a valuation of \$22,000, on which there was an insurance of \$17,500. The total number of men reported drowned during the year was 62, leaving 14 widows and 46 children.

The losses of lives and vessels during the year were as follows:

Four Vessels Were Total Losses.

Sch. Hattie M. Graham, 74 tons gross, 48 tons net built at Essex in 1891, and owned by Thos. Hodge, one of the Cape Shore mackerel fleet, went ashore at Bauline Cove, near Louisburg, C. B., June 15, and proved a total loss. Valued with her outfit at \$7500 and insured by Gloucester Mutual Fishing Insurance Company for \$4286 on the vessel and \$1000 on the outfit. Crew saved.

Sch. Orinoco, 120 tons gross, 85 tons net, built at Essex in 1902, and owned by the Gorton-Pew Fisheries Company, engaged in the salt bank trawl codfishery, capsized off Sambro, N. S., August 18, six of her crew being saved and 11 drowned. Valued with outfit at \$12,000 and insured by the Gloucester Mutual Fishing Insurance Company for \$6212 on the vessel and \$3000 on the outfit.

Sch. Henry M. Stanley, 118 tons gross, 83 tons net, built at Essex in 1890, owned by Orlando Merchant, went ashore at Birchy Clive, Bay of Islands, N. F., December 1, while on a salt herring trip. Valued at \$9000 and insured by the Gloucester Mutual Fishing Insurance Company for \$3844 on the vessel and \$4000 on the outfit. Crew saved.

Dec. 31.

Sch. Dora A. Lawson, 125 tons gross, 93 tons net, built at Essex in 1889, owned by the Gorton-Pew Fisheries Company, went ashore at Canso, N. S., December 20 while on a deck handling codfishing trip. Vessel and outfits valued at \$8000 and insured by the Gloucester Mutual Fishing Insurance Company for \$3945 on the vessel and \$3000 on the outfits. Crew saved.

List of Men Who Lost Their Lives.

William R. DeCoste, 27 years old, native of Harbor Bouchie, N. S., single, and Frederic Burke, 28 years old, native of Prince Edward Island, single, two of the crew of sch. Atalanta, went astray from the vessel while visiting their trawls on Western bank, Dec. 5, 1908.

Edward Harding, Samuel Way and Fred Humphrey, three fishermen shipped on board sch. Dauntless at Bay of Islands for a salt herring trip, and left the schooner in their boat December 12, and were never heard from, their boat having probably foundered, a portion of the rudder being picked up.

Charles L. O'Brine, drowned December 26 at Pensacola, Fla., in attempting to board his vessel. He was a member of Star of the Sea lodge, Fishermen's Benevolent Association.

Theodore LeBlanc, otherwise known as Theodore White, 45 years of age, single, native of Pubnico, N. S., washed overboard from sch. Mattakeesett of which his brother was master, off Highland light January 12.

Louis Valant, 21 years old, native of Lisbon, Portugal, knocked overboard from sch. Romona, Jan. 19, 1909, by the slatting of the mainsail off Thacher's island.

Jethro Messenger, 38 years old, one of the crew of sch. Pontiac, drowned on Middle bank January 26, by the capsizing of his dory in a squall. Left widow and one child in Malden.

Thomas Hines, 38 years old, native of Pubnico, N. S., one of the crew of sch. Joseph H. Cromwell, went astray from the vessel February 2, while hauling his trawls.

Oscar Johnson, 21 years old, native of Sweden, single, fell overboard from sch. Kineo off Eastern Point February 18, as the result of a misstep while reefing the mainsail.

Capt. Willis M. Doggett, master of sch. Catherine Burke, 28 years old native of White Point, near Liverpool, N. S., single, washed overboard from the schooner off Highland light February 19.

Michael McDonald, 24 years old, native of Bay of Islands, N. F., single, one of the crew of sch. Raymah, drowned on Georges March 2, by the capsizing of his dory, his dorymate, William Goslin, being rescued in an exhausted condition.

William F. Muise, 23 years old, native of Tusket, N. S., single, one of the crew of sch. Conqueror, drowned on Georges March 13, by the capsizing of his dory after clinging to the bottom of the dory for two hours. His dorymate, also named William Muise, was rescued.

Joseph Shaw, 28 years old, native of Argyle, N. S., single, one of the crew of sch. Athlete, knocked overboard from the vessel March 19, on Bacalieu bank.

Six Men Went Astray from Sch. Mooween.

Otto Youst, 30 years old, native of Denmark, left widow and two children, James McDonald, 40 years old, native of Sand Point, N. S., single, Warren Hutchins, 38 years old, single, native of Portland, Me., Thomas White, 38 years old, native of Margaree, C. B., left widow and three children, John P. Anderson, 35 years old, native of Denmark, single, and Owen Dauphney, 30 years old, native of St. Margaret's Bay, N. S., went astray from sch. Mooween on St. Peters bank April 8 in a fog and were never heard from.

Lewis Wagner, 58 years old, native of Port Mouton, N. S., fell overboard from sch. William H. Rider on Georges April 9, left widow and four children.

Daniel Muise, 26 years old, native of Yarmouth, N. S., single, drowned May 29, by falling overboard in boarding his dory after visiting a French bark on Quero bank.

Walter Myers, 34 years old, native of Newfoundland, single, one of the crew of sch. Smuggler, fell overboard from the vessel at St. Pierre, Miquelon, June 24 and drowned.

Arthur Richards, 25 years old, native of La Have, N. S., single, one of the crew of sch. Maxine Elliott, drowned by the capsizing of his dory on Western bank, June 27.

Capt. George Currie, 47 years old, native of Nova Scotia, single, a master mariner but shipped on sch. Romance as hand on a mackerel cruise, died suddenly of heart disease while steering the vessel off the New Jersey coast July 22.

Alonzo Spinney, 35 years old, native of Argyle, N. S., single, and Edward Keefe, 22 years old, native of Placentia Bay, N. F., single, went astray from sch. Corona on Western bank August 11, while hauling their trawls and were never heard from.

Eleven Men Went Down in Sch. Orinoco.

William Muise, 29 years old, native of Tusket Hill, N. S., single, Stephen DeLong, 37 years old, left family at Tusket Hill, N. S., Bernard Crowell, 24 years old, native of Argyle, N. S., William Vanamberg, 42 years old, left family at Argyle, N. S., Howard Whitehouse, cook, 47 years old, left family at Argyle, N. S., Wildey Vanamberg, 25 years old, native of Argyle, N. S., single, William Hatfield, 38 years old, left family at Argyle, N. S., Charles Shaw, 13 years old, native of Argyle, N. S., John Muise, 36 years old, married, native of Eel Brook, N. S., married, Peter Welsh, 36 years old, native of Placentia, N. F., single and John Welch, 21 years old, native of Placentia, N. F., single, cousins, drowned by the capsizing of sch. Orinoco off Sambro, N. S., August 18.

Eugene Burke, 28 years old, native of Tusket Wedge, N. S., single, fell overboard from sch. Catherine Burke in South Channel, August 28, while drawing a bucket of water.

John F. Groves, 60 years old, native of Wiscasset, Me., single, Ezra C. Roberts, 40 years old, native of Nova Scotia, single, Thomas Forristall, 55 years old, native of Nova Scotia, left widow, Bert Ryder, 50 years old, native of Nova Scotia, left widow, and Robert O'Brien, 50 years old, native of Newfoundland, single, four of the crew of sch. Frances H. of Pensacola, Fla., which sailed on a red snapper trip from that port early in September and was never heard from.

Arthur Everett, 40 years old, native of Port Gilbert, N. S., single, drowned at Rockport October 12, by falling overboard while boarding the sch. boat Thistle.

Andrew Fagin, 37 years old, native of St. Joseph, N. F., one of the crew of sch. Almeida, drowned off Cape Ann November 12, and probably fell from his dory while reaching for his trawl buoy, left widow and two children in Malden.

Dec. 31.

Dec. 31.

227

of about 15 feet, and the chilly bath soon brought him to his senses and he commenced calling lustily for help. The fishing schooner Albert W. Black was lying at the head of Central wharf behind the S. A. True & Company elevator, near where the man was struggling in the water; and her crew in a few minutes had him on deck, but in a badly exhausted condition. He was taken below, given dry clothing and put in warm quarters for the night.

Dec. 31.

ICE IN STRAITS OF BELLE ISLE

Causes Anxiety On Part of Herring Dealers.

The steamer Home, which arrived at St. John's, N. F., from Labrador, yesterday, reports that the Straits of Belle Isle are now filling with Arctic ice, and this news will cause concern among those here having vessels at Bay of Islands, N. F., for herring. A year ago today there was ice off Battle Harbor and the sign of ice even as far north as the straits is enough to make the owners here watch for their daily telegrams with added interest, as the fear of being frozen in is the greatest bane of the Newfoundland herring fishery.

The Home reports a very rough trip and found seals numerous in the straits, which indicates a good spring's fishing.

Schs. Oregon and Saladin Sail On Second Trips.

Despite the ice news, schs. Oregon and Saladin sailed from here today on their second herring trips of the season. Both go to Bay of Islands. Capt. Albert Flygore goes back in sch. Oregon, while Capt. Jerry E. Cook commands sch. Saladin. Both skippers know that every minute now counts and both will try to make Weebald at the earliest possible moment, so if the wind holds on the western board there will be some tall kiting.

The herring arrivals this morning are sch. Flirt from Bonne Bay and schs. John R. Bradley and Theodore Roosevelt from Bay of Islands, each with salt herring cargoes.

It is a queer state of affairs in the frost situation at Newfoundland. At Bay of Islands there has been no frost as yet, while there apparently has been some at Bonne Bay, for sch. Smuggler, one of the last of the fleet to go from here, has loaded and sailed for home from the latter bay and she has a fare of part salt herring and part frozen herring, and got away for home yesterday.

Dec. 31.

FISH RECEIPTS STILL LIGHT.

Only Seven Vessels at T Wharf This Morning.

Fresh fish continue in light receipt at T wharf, and the week's arrivals thus far have brought in less than have been in on many single days this season. There are only seven vessels in this morning, one off shore, five market boats and the steam trawler Spray from South Channel.

Sch. Onato, Capt. J. Henry Larkin, has a big fare, 68,000 pounds of fresh fish, and is in for one of the banner stocks of the season, it being figured that the amount will be over \$2000.

The Spray has 29,000 pounds, and the market boats from 6000 to 14,000 pounds each, sch. Mildred V. Numan having the latter amount. All the crafts were iced up.

Prices were good. Old haddock brought \$3.25, with \$4 for new. Large shore cod were \$3 and pollock \$2.50.

The receipts in detail are:

Boston Arrivals.

Sch. Mildred V. Numan, 5000 haddock, 1000 cod, 8000 hake.
Sch. Minerva, 3000 haddock, 500 cod, 3000 pollock.
Steamer Spray, 25,000 haddock, 4000 cod.
Sch. Onato, 50,000 haddock, 18,000 cod.
Sch. Flavilla, 2500 haddock, 2000 cod, 1000 hake, 1000 cusk, 3000 pollock.
Sch. Mattie Brundage, 2500 haddock, 2000 cod, 2000 hake.
Sch. Washakie, 3000 haddock, 1000 cod, 3000 hake, 3000 pollock.
Haddock, \$3.25 to \$4 per cwt.; large cod, \$4; market cod, \$2.50 to \$3; hake, \$3; cusk, \$2.50; pollock, \$2.50.

Dec. 31.

FIVE ARRIVALS THIS MORNING.

Two Market Boats Landed Fares Here Yesterday.

Three crafts from Newfoundland with salt herring cargoes and two of the Georges handline fleet is the sum total of the fishing arrivals here this morning. Yesterday afternoon two of the market fleet landed their fares here instead of going to Boston. As usual the last day of the year goes out with but few arrivals.

From Bonne bay is sch. Flirt, while sch. John R. Bradley, the craft in which Dr. Cook sailed from here on his Arctic trip, comes from Bay of Islands, both with fares of salt herring.

Sch. Mattie Winship, Georges, handlining, has 40,000 pounds of salt cod and the sch. Arthur D. Story has 20,000 pounds.

At noon sch. Theodore Roosevelt arrived from Bay of Islands with a salt herring cargo and sch. Carrie C. from Georges handlining also came in.

The arrivals and receipts in detail are:

Today's Receipts.

Sch. Flirt, Bonne Bay, N. F., 1250 bbls. salt herring, 130 bbls. pickled herring.

Sch. Theodore Roosevelt, Bay of Islands, N. F., 1200 bbls. salt herring 100 bbls. pickled herring.

Sch. Mattie Winship, Georges, 40,000 lbs. salt cod.

Sch. Arthur D. Story, Georges, 20,000 lbs. salt cod.

Sch. Carrie C., Georges.

Sch. Flora J. Sears, shore, 6000 lbs. fresh fish.

Sch. Mary De Costa, shore 6000 lbs. fresh fish.

Vessels Sailed.

Sch. Aspinet, shore.
Sch. Actor, pollocking.
Sch. Emily Sears, pollocking.
Sch. Ellen C. Burke, shore.
Sch. Rose Standish, shore.
Sch. Maud F. Silva, shore.
Sch. Alice, shore.
Sch. Ralph Russell, pollocking.
Sch. Pauline, pollocking.
Sch. Oregon, Newfoundland, salt herring trip.

Today's Fish Market.

Fresh halibut, 14 cts. per lb. for white and 11 cts. per lb. for gray.

Board of trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.

Dory handline salt cod, large, \$3.25; medium, \$3.

Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish. Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large, \$1.20 for medium and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

